



PROJECT BACKGROUND

The Indiana Department of Transportation (INDOT) is developing a targeted access management project to reduce crashes and improve pedestrian connectivity in Marion County along Pendleton Pike, also known as U.S. 36 and State Road 67.

Data has shown this five-mile stretch of Pendleton Pike from I-465 to 65th Street has more frequent and severe crashes than the statewide average.



WHAT CAUSES CRASHES?

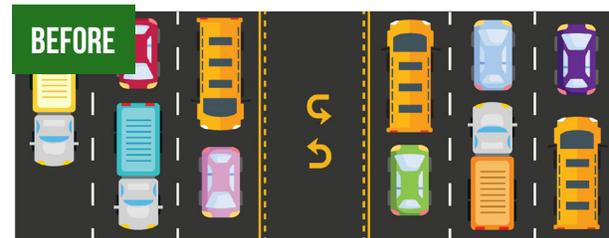
Causes of crashes along Pendleton Pike:

- High-traffic corridor
- Few gaps for left turns
- Aggressive driving

PROPOSED SOLUTION

To improve safety and mobility along Pendleton Pike, INDOT is proposing **replacing sections of the current center turn lane with raised concrete medians**. Motorists looking to turn left along Pendleton Pike would instead drive to the nearest intersection to turn left or make a legal U-turn. Green arrows at the signals will assist left-turning traffic, or drivers can yield and wait for a gap in oncoming traffic.

The project will also **connect missing sidewalk sections along Pendleton Pike** near the 56th Street intersection and improve curb ramps at intersections, providing area residents with better access to local businesses.



INTERSECTION IMPROVEMENTS



56th Street

The intersection at 56th Street will be realigned into two T-intersections. This reconfiguration will allow for dual-left turns, reducing wait times at red lights and the frequency of rear-end crashes.



Thunderbird Road

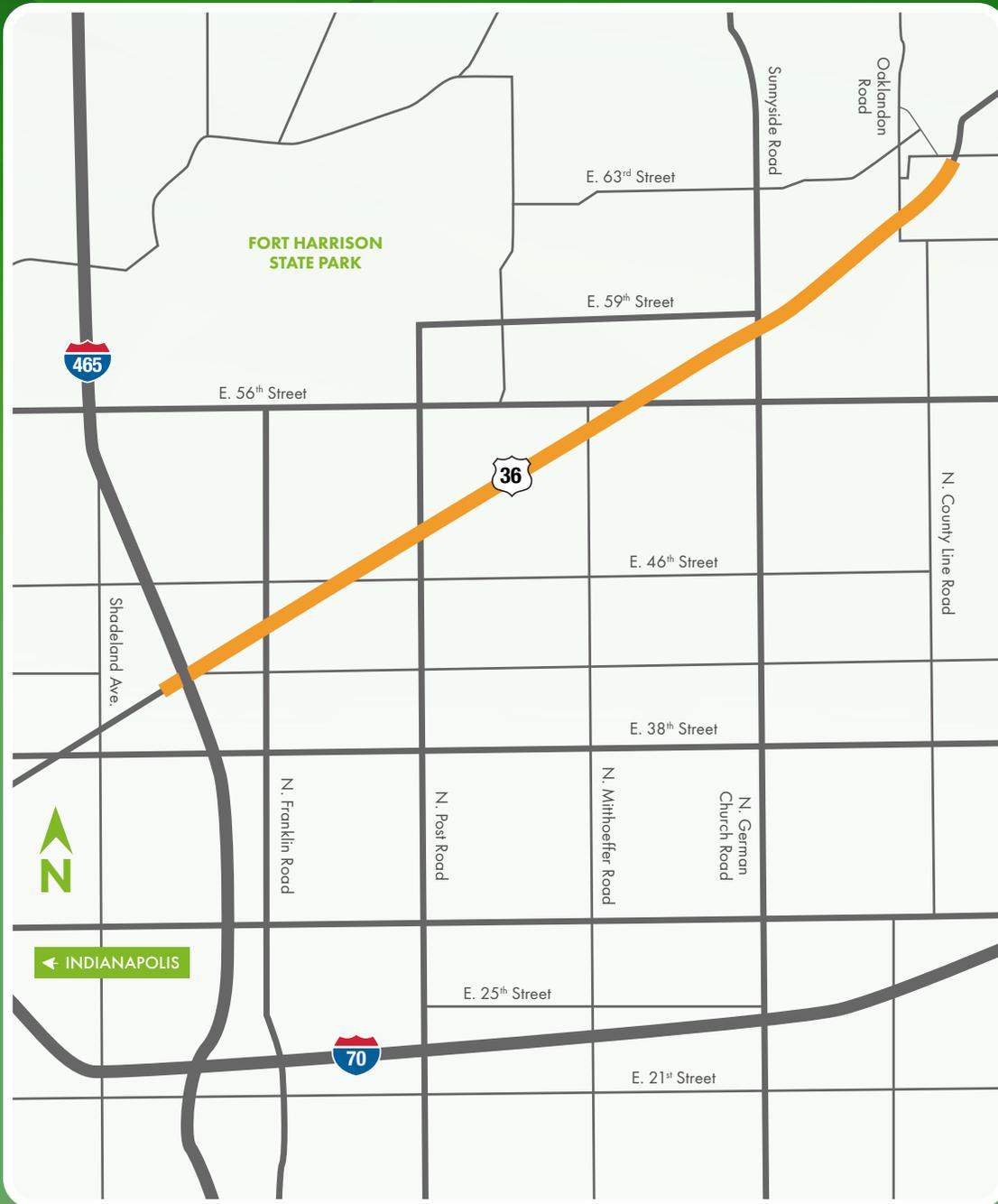
A new traffic signal and connector road will be added to the south of the intersection. This will provide better access to businesses.

BENEFITS OF MEDIANS

The addition of medians would:

- Reduce angle crashes between left-turning vehicles and oncoming traffic.
- Promote slower and safer driving.
- Allow drivers in the left, inside lane to drive at a consistent speed without needing to slow for left-turning vehicles entering the center turn lane.





PROJECT SCHEDULE

Pendleton Pike Progress is in the environmental and design stage. A **public hearing** is expected in early 2023 followed by a **formal comment period**.

Construction is anticipated to begin in 2024 and last up to two years.

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